

SHIPPING REPORT.

Foreign and Coastwise.

ARRIVED.
Schr. Minerva L. Wedmore, Hill, fertilizer, Washington, D. C., for Norfolk.
American ship. Buenaventura, Cates, New York, light.
British ship. Sandfield, Cawse, Port Tampa, for coal.
British ship. Golden Cross, Miller, Galveston, for coal.
Norwegian ship. Hirundo, Olsen, Mobile, for coal.
British ship. Queen Mary, Simpson, Galveston, for coal.
Schr. Nathan Lawrence, Gray, Fall River, light.
Schr. John M. Brown, Holmes, —, light.
Schr. Samuel Holmes, —, Atlantic City, N. J., light.
Schr. H. L. James, James, Baltimore, light.
Schr. R. and S. Corson, Lawson, Washington, light.
Schr. Nellie, Hitchings, Baltimore, coal.
Schr. L. E. Williams, Penton, Baltimore, to Old Point, coal.
CLEARED.
Barge Thomas P. Stran, Jr., Owens, Norfolk to North Carolina, light.
Barge I. B. Blades, Norfolk to North Carolina, light.
British ship. Sandfield, Cawse, St. Louis du Rhone, coal.
British ship. Drumgarth, Fowler, Rotterdam, cargo.
British ship. Baron Innerdale, Bridger, Antofagasta, Chile, coal and coke.
British ship. Golden Cross, Miller, Rotterdam, coal.
British ship. Queen Mary, Simpson, Liverpool, coal.
Schr. Florence Chandler, Port Spain, coal.
Schr. Charles W. Church, Moore, —, coal.
Schr. George R. Vreeland, Abbott, Bridgeport, coal.
Schr. Lizzie Williams, Williams, City Point, light.
Barges N. & W. 3, 4 and 6, —, coal.
SAILED.
Tug Asher J. Hudson, New York, with schr. Alberda S. Elzey, lumber, and barge Martha E. McCabe, piling.
Barge Mary E. McNauley, McNauley, Philadelphia, pig iron.
Barge E. A. Souder, Philadelphia, lumber.
Barge Now and Then, Philadelphia, lumber.
Barge Werhere, Philadelphia, lumber.
British ship. Laura, Yule, Bremen, coal.
British ship. Elton, Ramsay, Manchester, coal.
Schr. Charles E. Endicott, Bailey, Charleston, S. C., coal.
Schr. Lizzie Carr, Chadwick, Providence, lumber.
Schr. John Booth, Emmons, New Haven, pig iron.
Tug E. V. McCauley, Williams, Baltimore, towing schooners John Twohy and Clara A. Donald, from Hampton Roads.
Barge Mary Whitridge, New Bedford, coal.

ALBEMARLE AND CHESAPEAKE CANAL ARRIVALS.
NORTHBOUND.
Stmr. Dennis Simmon, lumber and shingles, from North Carolina to Washington.
Stmr. Chowan, towing, from North Carolina to Norfolk.
Schr. Thos. H. Hooper, oysters, from North Carolina to Baltimore.
SOUTHBOUND.
Stmr. Thomas Newton, merchandise, from Norfolk to North Carolina.
Stmr. Hamilton, merchandise, from Norfolk to North Carolina.
Stmr. W. B. Rogers, merchandise, from Norfolk to North Carolina.
Stmr. W. W. Graham, light, from Norfolk to North Carolina.
Steam Yacht Priscilla, from New York to Cuba.
Tug Chowan, with schooners Alfred Bunting, Mabel & Ruth, Edith Fowler, Mystery and sloop Right Bow, from Norfolk to North Carolina.

DOMESTIC PORTS.
Galveston, Tex., Nov. 27.—Cleared 27th, stmr. Cento (Br.), for Bremen via Norfolk.
New Bern, N. C., Nov. 27.—Arrived, schr. Charles T. Stran, from Norfolk.
New Orleans, Nov. 27.—Cleared, stmr. Ben Clune (Br.), Rouen via Norfolk.
New York, Nov. 27.—Sailed, stmr. Celtic Princess, Norfolk.
Port Eads, Nov. 27.—Sailed, stmr. Hawthorne (Br.), Bremen via Norfolk; Llanover (Br.), Rotterdam via Norfolk.

FOREIGN PORTS.
Aberdeen, Nov. 24.—Arrived, stmr. Aeneas, from Darnley and Newport News via Liverpool.
Bremen, Nov. 27.—Arrived, stmr. Puritan, Savannah via Norfolk.
Dunkirk, Nov. 25.—Arrived, stmr. Nith, from Pensacola and Norfolk via Havre.
Genoa, Nov. 23.—Arrived, stmr. Monigliello, New Orleans via Norfolk.
Sailed, 25th, stmr. Glanahfen, for Hampton Roads.
Isle of Wight, Nov. 27.—Passed, stmr. Aldersgate, from Savannah via Norfolk for Bremen.
Marseilles, Nov. 27.—Arrived, stmr. Exmouth, from Newport News.
Prawle Point, Nov. 27.—Passed, stmr. Appomattox, from Newport News for London; James Turpie, from Port Tampa via Norfolk for Helsingborg.

ORDER FOR HARBOR LIGHTERS.
William B. Woodall & Co., of Baltimore, have closed a contract to build three covered freight lighters for the Old Bay Line. The vessels will be 80 feet long, 28 feet beam and 8 feet deep. A harbor lighter 100 feet long, 28 feet beam and 8 feet deep will be launched from the same yard next week for the Chesapeake line. It will have a capacity of 350 tons deadweight.

Captain James and officers of the Merchants' and Miners' steamer Dorchester will be transferred to the steamer Chatham until the Dorchester is fitted with a new nest of boilers built by the James Clark company. Some of the Dorchester's engineer officers and crew may be kept by the ship to overhaul her while out of commission.

COST OF SOUTH AFRICAN WAR.
Large Appropriations Have Been Made Yet \$250,000,000 Arrears Demanded.
(New York Sun.)
The cost of the South African war has now so greatly exceeded the original estimates that practically no one in authority in England seems able to make a definite calculation of what it may ultimately amount to. The borrowing powers granted to the British government by the late Parliament are nearly exhausted, and heavy arrears, amounting to between \$200,000,000 and \$250,000,000 are pressing for payment. Against these liabilities the government has about \$75,000,000 immediately available, the unexhausted borrowing power amounting to \$30,000,000, and the balance of loans issued yet to be paid up, \$45,000,000. Of the payments in ar-

rears much consists of the pay due the army and debts to contractors.
The indirect cost has been estimated and the result is highly interesting. In September last the shrinkage in value of the full list of securities quoted on the London stock exchange had, as a direct consequence of the war, reached the enormous figure of nearly \$2,500,000,000. The decline in the market value of consols alone has been serious, and the fall has been equally marked in municipal stocks and railway and other obligations. The increase to the national debt with the additional taxation to meet the interest payments has also to be taken into account. Then there is the expense of the permanent garrison, estimated at 50,000 men, which will have to be kept up for an undetermined period out of the pocket of the British taxpayer, for there is no present visible source of revenue in South Africa from which cost can be paid.
But the matter does not end here. The increase and the reorganization of the army have to be provided for, millions will have to be spent in bringing the stores of ammunition and other war material up to the requirements of the new policy. Already orders for \$50,000,000 worth of new guns have been placed to be followed by others, the amount of which has not yet been decided on.
It is not, however, in England only that the direct cost of the war is making itself felt by the tax-payers. The shortage of revenue in Cape Colony this year is estimated by the Minister of Finance at not less than \$12,915,000, which he proposes to borrow, though the reception which may be met by a small loan in the London market a few months ago met does not seem to encourage fresh applications in the same quarter. In the nature of things it will be some years before the waste and destruction worked by the war have been made good, and meantime the course of trade which in the past was favorable to Cape Colony will take other channels. Durban, Natal, and Lorenzo Marques are so much nearer to Bloemfontein and Pretoria than Cape Town that supplies and traffic may be expected to take the shorter routes. This will affect the revenues of Cape Colony derivable from the railways.
No boom is to be looked for after the war is over, the sacrifices made by the Cape farmers imposed on them having been too great to permit their launching out into extravaganzas of any kind for a long time to come. The reduction of the imperial expenditure consequent on the withdrawal from the country of the great portion of the British army will cause a sudden reduction in the trade depending on it and bring about a great curtailment of the profits of those engaged in it and on which they depend for their living. The latest accounts from the late Orange Free State describe it as reduced almost to the condition of a desert, the Boer homesteads in ruins and the flocks and herds which carried off to supply the wants of the army of occupation or scattered over the veldt, where they are a prey to the wild beasts that are making their appearance in considerable numbers as a result of the disappearance of the population. The cessation of the production of gold during the period of the war is also among the indirect losses caused by it.

Sheri Dan—Do you believe that "the hand that rocks the cradle is the hand that rules the world?"
Char Tiers—Stuff! The hand that provides the cape and torch is the hand that controls the voter.
Horses can now be utilized to haul broken-down automobiles to the repair shops.

"I have used three bottles of Dr. Pierce's Golden Medical Discovery since my correspondence with you," writes Mr. A. J. Novotny of New York, N. Y. (Box 1437). "I feel that I am in need of no more medical assistance. When I started to take your medicine I had a regular consumptive cough, of which I was afraid, and everybody cautioned and warned me concerning it. I was losing weight rapidly, was very pale and had no appetite whatever. Now my condition is changed entirely. I do not cough at all, have gained eight pounds in weight, have recovered my healthy color, and my appetite is enormous."

It's a bad sign
When you have that obstinate lingering cough which will not be shaken off.

It's a good sign
WHEN YOU GET DR. PIERCE'S GOLDEN MEDICAL DISCOVERY
98 PERSONS IN EVERY HUNDRED WHO USE IT GET WELL.

GAMAGE & WALLER
12-18 PLUME ST.
Fine Front and ornamental
PRESSED BRICKS
in popular shades, in stock,
under cover.

— RED, GRAY, BUFF AND TERRA COTTA —
Pecora, Excelsior, Columbia, Mortar
Stains in Standard Colors.

Dr. Anna Giering
Registered Physician
Private sanitarium of high repute. Vegetable compound for all complaints.
\$1.00. Lilly White, regularity Pills, \$2.00. Wives without children, \$1.00. Mrs. E. Baltimore, Md.

Scrofula

THE OFFSPRING OF HEREDITARY BLOOD TAIN.

Scrofula is but a modified form of Blood Poison and Consumption. The parent who is tainted by either will see in the child the same disease manifesting itself in the form of swollen glands of the neck and throat, catarrh, weak eyes, offensive sores and abscesses and oftentimes white swelling—sure signs of Scrofula. There may be no external signs for a long time, for the disease develops slowly in some cases, but the poison is in the blood and will break out at the first favorable opportunity. S. S. S. cures this wasting, destructive disease by first purifying and building up the blood and stimulating and invigorating the whole system.



J. M. Seals, 115 Public Square, Nashville, Tenn., says: "Ten years ago my daughter fell and cut her forehead. From this wound the glands on the side of her face became swollen and burst. Some of the best doctors here and elsewhere attended her without any benefit. We decided to try S. S. S., and a few bottles cured her entirely."

SSS makes new and pure blood to nourish and strengthen the body, and is a positive and safe cure for Scrofula. It overcomes all forms of blood poison, whether inherited or acquired, and no remedy so thoroughly and effectively cleanses the blood. If you have any blood trouble, or your child has inherited some blood taint, take S. S. S. and get the blood in good condition and prevent the disease doing further damage.

Send for our free book and write our physicians about your case. We make no charge whatever for medical advice.

THE SWIFT SPECIFIC CO., ATLANTA, GA.

FALL DRIVING

AROUND NORFOLK.



is delightful if you are seated in one of those

Comfortable Vehicles

which can be found in

All Styles and Grades

at the well known manufacturers on Union Street,

A. WRENN & SONS

who invite you to call and examine their immense stock

MADE ME A MAN

ALL NERVOUS DISEASES—Falling Memory, Indigestion, Headaches, Neuritis, caused by Abuse or other Excesses and Indulgences. They quickly and surely restore Lost Vitality in old men and a man for study, business or marriage. Frequent Insanity and Consumption if taken in time. Their use shows immediate improvement and effects a CURE where all other fail. In each case or refund the money. Price, 50c per package; or six packages (full treatment) for \$2.50. By Mail, in advance, to Dr. J. C. Deane, 115 E. Madison St., Chicago, Ill.

FOR SALE IN NORFOLK, VA., by Burrow, Martin & Co., Agents.



TRAVELERS' GUIDE.

BALTIMORE STEAM PACKET CO.

COMMENCING MONDAY, NOV. 20, 1899.

NORTHBOUND.
Lv. Baltimore, Light street new piers direct for the South 6:30 p.m.
Lv. Old Point, High street 6:15 a.m.
Ar. Norfolk 7:00 a.m.
Ar. Baltimore, Union Dock 6:30 a.m.

SOUTHBOUND.
Lv. New York 12:35 p.m.
Lv. Philadelphia 1:00 p.m.
Ar. Balt., Union St'n 5:30 p.m.

— Daily except Sunday. *Daily. Tickets sold to all points North, East and West and baggage checked to destination. Stationers reserved upon application in person at the company's office, No. 119 West Main street, or on board steamer.

Freight will not be received after 4 p. m. to go forward that day.

For further information apply to KEY COMPTON, General Agent, J. W. BROWN, Jr., Southern Passenger Agent.

Merchants' & Miners' Transportation Co.

DIRECT ROUTE
FOR BOSTON AND PROVIDENCE.
Boston—MONDAYS WEDNESDAYS FRIDAYS and SATURDAYS at 6 p. m.
For Providence—Every TUESDAY, THURSDAY and SUNDAY at 6 p. m.
FARES TO BOSTON AND PROVIDENCE:
First-class, including meals and state room berth \$9.00
Intermediate, including meals and state room berth \$8.00
Steerage, including meals and berth \$4.00
Perishable freight sent via Providence, forwarded by early train to Boston, and at the same rate as by direct steamers to Boston.
Thursday's Providence ship carries no passengers.

For further information, apply to R. H. WRIGHT, Agent, Norfolk, Va. A. D. STEBBINS, Asst. Traffic Mgr. W. P. TURNER, General Pass. Agt. J. C. WHITNEY, Traffic Manager, General Offices, Baltimore, Md.

TRAVELERS' GUIDE.

WEST INDIA LIMITED

DOUBLE DAILY SERVICE

SHORT LINE TO THE PRINCIPAL CITIES OF THE SOUTH.
ATLANTA, NEW ORLEANS, AUGUSTA, MACON, SAVANNAH, FLORENCE, VINCENNES, MEMPHIS, TEXAS, CALIFORNIA, JACKSONVILLE, TAMPA, HAVANA, CUBA, AND PORTO RICO. SUNDAY SERVICE, PALM BEACH, MIAMI, FLORIDA EAST COAST AND THE ENTIRE SOUTH.

SCHEDULE IN EFFECT NOV. 25, 1900.
Lv. Norfolk 9:08 a.m.
Lv. Portsmouth 9:30 a.m.
Ar. Suffolk 10:01 a.m.
Ar. Lewiston 1:15 p.m.

Ar. Weldon 11:33 a.m.
Ar. Henderson 1:58 p.m.
Ar. Raleigh 3:47 p.m.
Ar. Southern Pines 6:09 p.m.
Ar. Hamlet 7:10 p.m.

Ar. Charlotte 10:20 p.m.
Ar. Wilmington 12:05 a.m.
Lv. Hamlet 10:35 p.m.
Ar. Columbia, E. T. 1:15 a.m.
Ar. Augusta 6:10 p.m.

Ar. Savannah 9:09 a.m.
Ar. Jacksonville 9:10 a.m.
Ar. Tampa 5:30 p.m.
Ar. Athens 3:43 a.m.
Ar. Atlanta, C. T. 5:05 a.m.

Ar. Macon 11:30 a.m.
Ar. Montgomery 11:50 p.m.
Ar. Mobile 4:12 p.m.
Ar. New Orleans 8:30 p.m.
Ar. Chattanooga 1:00 p.m.

Ar. Nashville 6:55 p.m.
Ar. Memphis 8:10 a.m.
Connections at New Orleans with Southern Pacific and Texas and Pacific Railways for all points in Texas, Mexico and California.

No. 402—Arrives Portsmouth daily at 7 a. m.
No. 403—Arrives Portsmouth daily at 5:50 p. m.

J. W. BROWN, JR., Pass' Agt., 189 Main St., Norfolk, Va.
Trav. Pass' Agt., Portsmouth, Va. E. ST. JOHN, Vice President and General Manager.
V. E. MEESE, General Superintendent. L. S. ALLEN, Gen'l Pass' Agt.

Norfolk & Southern R. R. Co.

SCHEDULE IN EFFECT SEPT. 30, 1900.
MAIL AND EXPRESS LEAVES NORFOLK DAILY (except Sunday) 10 a. m. for Belhaven and all stations. Connects with trains for Plymouth, Jamesville, Williamsport and Windward for landings on Chowan river TUESDAY, THURSDAY and SATURDAY, and for Seaport, New River, Monday and Friday. Connects at Belhaven with Old Dominion steamers for Mackleville, Aurora, South Creek and Washington, N. C. Connects at Elizabeth City with steamer for Seaport, New River, Monday and Friday. WEDNESDAY.

MAIL AND EXPRESS DAILY (except Sunday) at 4:30 p. m. and at 11 a. m. TUESDAY, THURSDAY and SATURDAY. Passenger and mail trains for Belhaven and all intermediate stations. Connects at Elizabeth City with steamer for New River, Roanoke Island and Oriental.

ARRIVE AT NORFOLK.
Steamer leaves Norfolk, Water street station, 3 p. m. TUESDAY and FRIDAY, for Elizabeth City via Albemarle and Chesapeake Canal.

Virginia Beach Division.
LEAVE NORFOLK, PARK AVENUE STATION.
Week Days—6:45 a. m., 10:45 a. m., 3:00 p. m., 5:10 p. m.
Sunday—8:30 a. m., 11:30 a. m., 1:30 p. m., 3:30 p. m.

LEAVE VIRGINIA BEACH.
Week Days—8:20 a. m., 12:30 p. m., 4:15 p. m., 6:00 p. m.
Sunday—10:00 a. m., 12:30 p. m., 2:30 p. m., 6:00 p. m.

CURRITUCK BRANCH.
DAILY EXCEPT SUNDAY.
Leave Norfolk—9:45 a. m. and 4:15 p. m.
Arrive Munden Point—11:30 a. m. and 5:45 p. m.
Leave Munden Point—7:00 a. m. and 1:45 p. m.
Arrive Norfolk—8:30 a. m. and 3:30 p. m.

Stops at all intermediate stations.
Steamer Comet leaves Munden Point 11 a. m. MONDAY, WEDNESDAY and FRIDAY for Currituck Sound Landings and returns TUESDAY, THURSDAY and SATURDAY.

H. C. HUDGINS, Gen. Freight and Pass. Agent, M. K. KING, General Manager.

Norfolk & Washington Steamboat Co.

The new and powerful from palace steamers NEWPORT NEWS, WASHINGTON and NORFOLK, will leave daily as follows:

LEAVE SOUTH-BOUND.
Leave Portsmouth, N. & W. S. B. Co. 5:00 p. m.
Leave Norfolk, N. & W. S. B. Co. 6:00 p. m.
Arrive Washington, D. C. 7:00 p. m.
Leave Washington, D. C. & O. R. R. 6:45 a. m.

Leave Washington, Penn. R. R. 6:30 a. m.
Arrive in Philadelphia, Penn. R. R. 7:20 a. m.
Arrive in Philadelphia, B. & O. R. R. 10:55 a. m.
Arrive in New York, Penn. R. R. 11:27 a. m.
Arrive in New York, B. & O. R. R. 11:15 p. m.
Arrive in New York, B. & O. R. R. 11:45 p. m.

SOUTH-BOUND.
Leave New York, Penn. R. R. 12:35 p. m.
Leave New York, B. & O. R. R. 1:00 p. m.
Leave Philadelphia, Penn. R. R. 3:12 p. m.
Leave Philadelphia, B. & O. R. R. 3:07 p. m.
Arrive in Washington, Penn. R. R. 6:10 p. m.
Arrive in Washington, B. & O. R. R. 6:00 p. m.
Leave Washington, D. C. & O. R. R. 7:00 a. m.
Arrive Old Point Comfort 8:00 a. m.
Arrive in Portsmouth 8:30 a. m.

SUNDAY.
Leave New York, B. & O. R. R. 11:30 a. m.
Arrive Washington, B. & O. R. R. 4:30 p. m.
Daily, except Sunday.
Tickets on sale at B. & O. ticket office, N. & C. 606, at W. 20th St., and company's office on wharf. For further information apply to D. J. CALLAHAN, Telephone 411.

CLYDE'S REGULAR LINE STEAMSHIPS TO PHILADELPHIA.
THE ONLY DIRECT LINE FROM NORFOLK TO PHILADELPHIA.
Until further orders steamers are appointed to sail from Norfolk every MONDAY, WEDNESDAY and SATURDAY at 6 p. m., and from Philadelphia every TUESDAY, THURSDAY and SATURDAY. Through Bills of Lading to all points South and Southwest via Seaboard Air Line, Atlantic Coast Line, Norfolk and Western Dispatch, Virginia, Tennessee and Georgia Air Line, Southern Railway and Norfolk and Southern Railroad. Schedule subject to change without notice.

JAS. W. MCCARRICK, General Southern Agent, Norfolk, Va. W. P. CLYDE & CO., Gen'l Agents, Philadelphia, Pa.

TRAVELERS' GUIDE.

OCEAN VIEW ROUTE

OLD POINT COMFORT.

QUICK AND FREQUENT SERVICE BETWEEN NORFOLK, OCEAN VIEW, OLD POINT, HAMPTON AND NEWPORT NEWS.

Cars leave West Main street, corner Granby street (opposite New Atlantic Hotel).

SCHEDULE TAKING EFFECT NOVEMBER 4TH, 1900.

Leave Norfolk.
A.M. A.M. Daily. 10:15 11:15
P.M. P.M. Daily. 12:45 1:45
2:30 3:30 " 2:45 3:45
4:30 5:30 " 4:45 5:45
6:30 7:30 " 6:45 7:45
8:30 9:30 Sunday only 8:45 9:45

Arrive Old Point.
A.M. A.M. Daily. 10:15 11:15
P.M. P.M. Daily. 12:45 1:45
2:30 3:30 " 2:45 3:45
4:30 5:30 " 4:45 5:45
6:30 7:30 " 6:45 7:45
8:30 9:30 Sunday only 8:45 9:45

Norfolk Street Car Tickets good on Ocean View Route.
Transfers given to any part of Norfolk.

A. C. L.

ATLANTIC COAST LINE RAILROAD COMPANY.
IN EFFECT MAY 1st, 1900.

Stations. No. 103 Daily. No. 104 Sunday.

Lv. Norfolk 9:00 a.m.
Ar. Suffolk, Va. 9:20 a.m.
Ar. Tunis, N. C. 10:50 a.m.
Ar. Hobgood, N. C. 12:00 p.m.
Ar. Rocky Mount, N. C. 12:50 p.m.

Ar. Wilmington, N. C. 6:55 p.m.
Ar. Plymouth, N. C. 7:30 p.m.
Ar. Washington, N. C. 7:55 p.m.
Ar. Kingston, N. C. 7:55 p.m.

Ar. Wilson, N. C. 2:17 p.m.
Ar. Goldboro, N. C. 3:25 p.m.
Ar. Winton, N. C. 6:00 p.m.

Ar. Fayetteville, N. C. 4:25 p.m.
Ar. Florence, S. C. 10:55 p.m.
Ar. Charleston, S. C. 10:55 p.m.

Ar. Columbia, S. C. 10:20 p.m.
Ar. Augusta, Ga. 7:35 a.m.
Ar. Atlanta, Ga. 12:35 p.m.
Ar. Macon, Ga. 11:15 a.m.

Ar. Savannah, Ga. 1:50 a.m.
Ar. Jacksonville, Fla. 7:30 a.m.

No. 103 daily connects with A. C. L. train 23 for all points South.
No. 104 daily, except Sunday, makes close connection at Hubgood for Washington, N. C., Kingston, N. C., and Plymouth, N. C., and at Eastern Carolina points also at Rocky Mount with A. C. L. train 33 for all points South.

No. 103, daily, except Sunday, makes close connection at Albemarle for Windsor, N. C., and stations on W. & P. R. R. Trains arrive at Norfolk at 5:55 p. m. daily, also at 10:25 a. m. daily, except Sunday.

No. 6 runs through without change from Norfolk to Wilmington.
Baggage checked in Company's Norfolk wharf, and also at office of Passenger and Ticket Agent, 171 Main street (opposite Atlantic Hotel).

For tickets to all points South, sleeping car reservation and general information call on or address

A. NEUGEBAUER, Passenger and Ticket Agent.
JAMES F. MAUPIN, General Forwarding Agent.
H. M. EMERSON, Gen. Pass. Agent.
G. M. SEITZELL, Gen. Supt.
T. M. EMERSON, Traffic Manager.

NORFOLK & OLD POINT.

The following schedule, effective 7:45 A. M. SEPTEMBER 1st, 1900, connects connection made at Old Point with Electric trains for Phoebus, Hampton, and Newport News.

Norfolk. Old Pt. Lv. Norfolk. Old Pt. Lv. Norfolk.
7:30 a.m. 8:30 a.m. 7:30 a.m. 8:30 a.m.
9:00 a.m. 10:00 a.m. 9:00 a.m. 10:00 a.m.
10:30 a.m. 11:30 a.m. 10:30 a.m. 11:30 a.m.
12:00 p.m. 1:00 p.m. 12:00 p.m. 1:00 p.m.
1:30 p.m. 2:30 p.m. 1:30 p.m. 2:30 p.m.
3:00 p.m. 4:00 p.m. 3:00 p.m. 4:00 p.m.
4:30 p.m. 5:30 p.m. 4:30 p.m. 5:30 p.m.
6:00 p.m. 7:00 p.m. 6:00 p.m. 7:00 p.m.
7:30 p.m. 8:30 p.m. 7:30 p.m. 8:30 p.m.
9:00 p.m. 10:00 p.m. 9:00 p.m. 10:00 p.m.

*Daily except Sunday.
Special train and steamer service can be arranged by application to the office of the GENERAL SUPERINTENDENT. Schedule subject to change without notice.

Baggage checked from Old Point Pier to any point in the city. D. MATHES, General Superintendent.

Chesapeake & Ohio Ry.

TO RICHMOND, CINCINNATI, LOUISVILLE AND THE WEST.

SCHEDULE IN EFFECT OCT. 1, 1900.
LEAVE NORFOLK.
8:30 a. m.—Daily, with Parlor Car, to Richmond, connects at Richmond, except Sunday, with R. R. for Cincinnati, Washington and the North, and at Richmond with St. Louis Limited, leaving Richmond 2:45 p. m. daily, with Pullman Sleeping Cars, for Cincinnati, Louisville and St. Louis.

5:30 p. m.—Daily for Richmond. Stops at all stations on Peninsula Division. Connects with R. R. and P. train North and with F. F. V. daily for Cincinnati, Louisville and the West. Pullman Sleeping Car.

C. & O. ARRIVES AT NORFOLK.
12:15 p. m.—Daily from Richmond and the West.
7:05 p. m.—Daily from Cincinnati, Louisville, and Richmond.

For further information, rates, tickets, Pullman and Parlor Car reservation apply to C. F. BARRETT, Ticket Agent, or F. W. CURTIS, T. P. A., Granby Street Office, Norfolk, Va. JOHN A. G. POTTS, A. G. F.

N. & W. Norfolk and Western

Schedule in Effect MAY 27, 1900.

LEAVE NORFOLK DAILY.
7:40 a. m.—For Richmond, Washington, Lynchburg and the West Pullman Buffet Parlor Cars, Norfolk and Roanoke, arrive June 11th.

9:25 a. m.—"Ocean Shore Limited" for Richmond and daily